

GENERAL SERVICES

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Off Highway Vehicle License Fund Grant Application Packet

November 15, 2013

Submitted by the Central Coast Motorcycle Association
www.centralcoastmoto.com
P. O. Box 4942
San Luis Obispo, CA 93406

Division of California Trail Users Coalition
www.ctuc.org
3550 Foothill Boulevard
Glendale, Ca
91214

Please contact: Bruce Whitcher
1670 Pin Oak Lane
Templeton Ca 93465
User501968@aol.com
805-459-7111

Off Highway Vehicle License Fund Grant Application Packet



1. **Date of Application: November 15, 2013**

2. **Applicant -** Central Coast Motorcycle Association
C/o California Trail User's Coalition
3550 Foothill Blvd.
Glendale, CA 91214

See attached verification of non-profit status

3. **Project title –** Pozo La Panza Reroute Environmental Assessment

4. **Amount of funding requested:** \$40,000.00

5. **Objective of the project –** Completing an Environmental Assessment for rerouting of 10 sections of OHV trail on the Los Padres National Forest; closing and where possible, restoring the sections of trail the reroutes replace. Study of locations for two new trails; analysis of mixed use on approximately one quarter mile of Forest Road 28S02.

6. **Complete Project description**

This application requests funding from the San Luis Obispo County OHV Grants program for a planning project for the Pozo- La Panza OHV trail system. The project will provide a federal NEPA document, an Environmental Assessment (EA) and public comment, for rerouting or relocation of ten OHV trails and possible closure and restoration of the trails they replace. The project will include study of two possible locations for new trails to improve the system. This EA will address possible effects of opening a quarter mile section of existing dirt road to non-highway licensed vehicles. This project is a continuation of the pilot project funded by the San Luis Obispo County program completed in June 2012.

Background:

In 2010 the Central Coast Motorcycle Association recognized the need for a comprehensive assessment of the Pozo La Panza OHV trail system and commissioned a study of the system. A comprehensive assessment of the trail system was completed in June 2011 by Trails Unlimited, an Enterprise Unit of the Forest Service that specializes in trail design, layout and construction.

The Pozo trail system is located 17 miles East of Santa Margarita on approximately 14,000 acres of National Forest Lands. The system is composed of fire breaks, utility access roads, ranch roads, and purpose built OHV trails. Many trail sections were never designed for OHV use and require frequent maintenance to reduce the potential for soil erosion and watershed sedimentation. The Trails Unlimited Assessment identified eleven sections of trail that should be rerouted due to excessive grade, unfavorable soil type, and drainage problems. The Assessment also noted that the trail system has significant connectivity problems due to inability of non-highway licensed off highway vehicles to use many of the Forest roads such as Black Mountain Road and Navajo Road and recommended two trail additions.

We completed a pilot study of the reroutes in May-June of 2013. The study methodology included identifying a possible trail location on a topographical map, hiking the proposed route

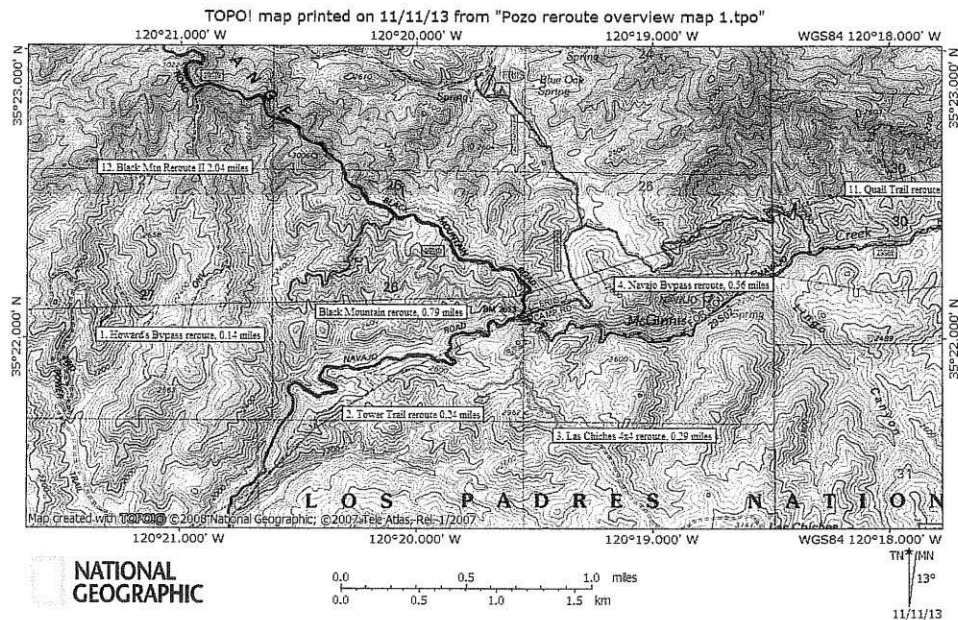
using a clinometer to measure grade, and identifying geographical features and soil conditions that could be potential obstacles. The route was marked with ribbon and the alignment recorded using a hand held GPS device. We then commissioned biological and soils desktop surveys to evaluate potential impacts to biological resources and soils. A heritage survey has been requested from the Los Padres Forest archaeologist and will be available in early 2014.

The pilot study determined that at least ten of the proposed reroutes are feasible. The proposed Black Mountain and Quail trail additions will need further study to identify a location for these routes outside inventoried roadless areas. One reroute, located on Mare springs Trail, will require a boundary survey due to adjacent private property. There is one federally listed plant species, the Camatta amole, near one proposed reroute and this may require concurrence with the USFWS. No other significant issues were identified.

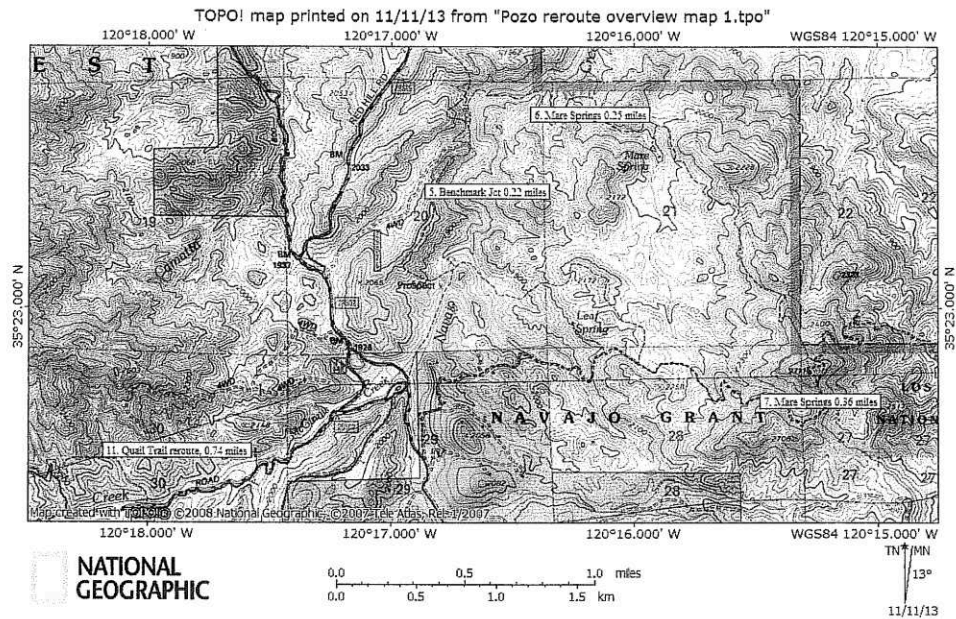
Trail Reroute Sections Evaluated
(See attached maps for locations)

1. 15E05 Howard's Bypass - add 0.2 mi. reroute around downhill segment with excessive grade near trail head at 15E07 Powerline; close and restore 0.14 mi of existing route.
2. 16E24 Tower Trail – add 0.24 mi reroute segment near the intersection with 16E08 Las Chiches; close and restore 0.22 mi of existing route.
3. 16E08 Las Chiches – add 0.29 mi. reroute of 4x4 trail near intersection with 16E24 with excessive grade; close and restore 0.29 mi of existing 4X4 trail.
4. 16E23 Navajo Bypass - add 0.43 mi to reroute around hardened sections with >50% grade; close and restore 0.43 mi of existing trail.
5. 28S02 Benchmark near 16E16 Mare Springs trail intersection; add reroute 0.22 mi around steep section and culvert; close and restore 0.20 mi. of existing trail.
6. 16E16 Mare Springs - add 0.25 mi. reroute around downhill section with excessive angle of approach to stream crossing; close and restore 0.25 mi of existing trail.
7. 16E16 Mare Springs - add 0.36 mi to reroute around hardened section with grade > 45% near intersection with 29E22 Burnout; close and restore 0.36 mi of existing trail.
8. 18E05 La Panza Bypass - relocate 0.24 mi of trail section located in seasonal ephemeral drainage; close and restore 0.24 mi located in drainage.
9. 16E02 Las Chiches Cutoff - add 0.90 mi reroute near intersection with 16E08 Las Chiches with grade > 40%; close and restore 0.1 mi of existing trail.

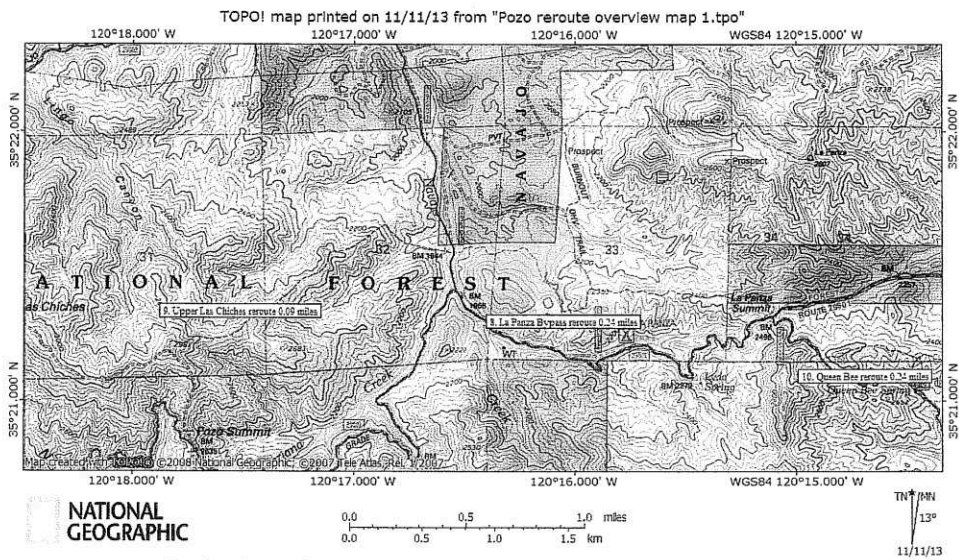
10. 16E04 Queen Bee – add 0.24 reroute near 29S18 Queen Bee Road trail head with grade >40%; close and restore 0.3 mi of existing trail.
11. 15E10 Quail Trail - add 0.74 mi. of trail for connection with 16E23 Navajo Bypass Trail to provide loop opportunity, reduce traffic on Mc Ginnis Creek trail that has multiple stream crossings and reduce traffic on Navajo Road. Due to the location within an Inventoried Roadless area, alternative locations will need to be identified for the project to be eligible for grant funding.
12. Black Mountain -Add 2.83 miles of proposed OHV trail parallel to 29S10 Black Mountain Road to reroute traffic off 1.5 miles of paved road that is closed to non-highway licensed vehicles. This would allow Howard's bypass trail to be connected to remainder of system for non-highway licensed vehicles. Due to the location within an Inventoried Roadless area, alternative locations will need to be identified for the project to be eligible for grant funding.



Project Location near Turkey Flats and Navajo Road



Project Location near Navajo Flats and Red Hill Road



Project Location near Pozo Summit Road and La Panza Summit

Table 1 – approximate changes in trail mileage

Map ref.	Trail Name	Trail number	Add (mi)	Close/restore (mi)
1	Howard's Bypass	15E05	0.2	0.14
2	Tower	16E24	0.24	0.22
3	Las Chiches	16E08	0.29	0.29
4	Navajo Bypass	16E23	0.56	0.43
5	Benchmark	28S02	0.22	0.20
6	Mare Springs	16E16	0.25	0.25
7	Mare Springs	16E16	0.36	0.36
8	La Panza Bypass	18E05	0.24	0.24
9	Las Chiches Cutoff	16E02	0.20	0.20
10	Las Chiches Cutoff	16E02	0.09	0.09
11	Queen Bee	15E10	0.24	0.30
12	Quail Trail	15E10	TBD	
13	Black Mountain Road	29S10	TBD	
	Total mileage		2.98	2.72

1. JUNCTION OF HOWARDS BYPASS AND POWERLINE

This is section of trail that is a steep fall line that follows the ridge to a saddle and then back to a steep grade with more signs of erosion (approximately 1,000 feet in all). A reroute location was identified and is shown on the map.



2. TOWER TRAIL

Sections of this trail utilize an old fire break. There are steep sections that that are beginning to erode (Figure 1). This is the only route available for OHV's to access the rest of the system from Turkey Flat Staging area. This section would be rerouted for sustainability and improved access (Figure 2).



Figure 1



Figure 2

3. LAS CHICHES 4X4

This trail utilizes a fire break. There are several sections, especially at the junction of Tower trail, that are excessively steep and have had severe erosion due to a steep grade (Figure 3). These sections are recommended for a reroute. A reroute location was identified and is shown on the map.

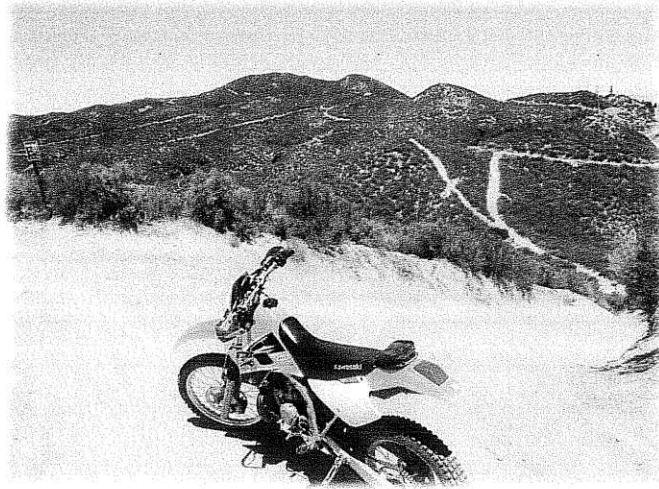


Figure 3 - Junction of Tower and Las Chiches trail, excessive grade downhill to right.

4. NAVAJO BYPASS

This section of trail utilizes PG&E access roads as well as fire breaks. There is a fall line section that has been hardened with turfblock and is between 40% to 50% grade (Figure 4). This location has been historically difficult to maintain due to the fall line and steep grade.



Figure 4

A reroute location was identified that would bypass this section and reduce the grade. (Figure 5)



Figure 5

5. JUNCTION OF BURNOUT AND BENCHMARK

This is a section of fall line trail that drains directly into a drainage and has caused erosion problems. There has been extensive work done here with installation of culverts, however, the problem remains due to improper trail location. The trail would be relocated onto a



sustainable side slope to the right with natural breaks in grade incorporated into the design. Please see the map.

6. MARE SPRING AND BURNOUT JUNCTION

This section of fall line trail is relatively short (approximately 1,000 feet) with grades ranging from 30% to 50%. There has been extensive work done here with installation turf blocks, however the problem remains with improper trail location. The trail will be relocated onto a sustainable side slope with natural breaks in grade incorporated into the design (Figure 6). There is private property immediately to the East (left in picture).



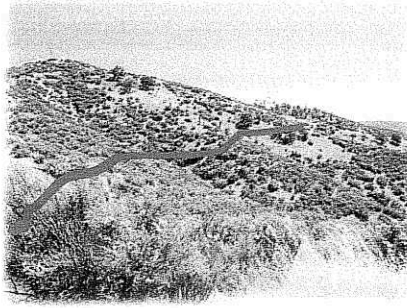


Figure 6

7. Mare Springs

This is a short section of fall line trail (approximately 200 feet) that goes directly into Mare Spring Creek. There has not been a significant amount of erosion at this time, but having the trail improperly aligned on a fall line is a potential problem. There is currently a barbed wire fence that runs along side of the trail. (Figure 7). This area was studied for a possible reroute in the location shown.

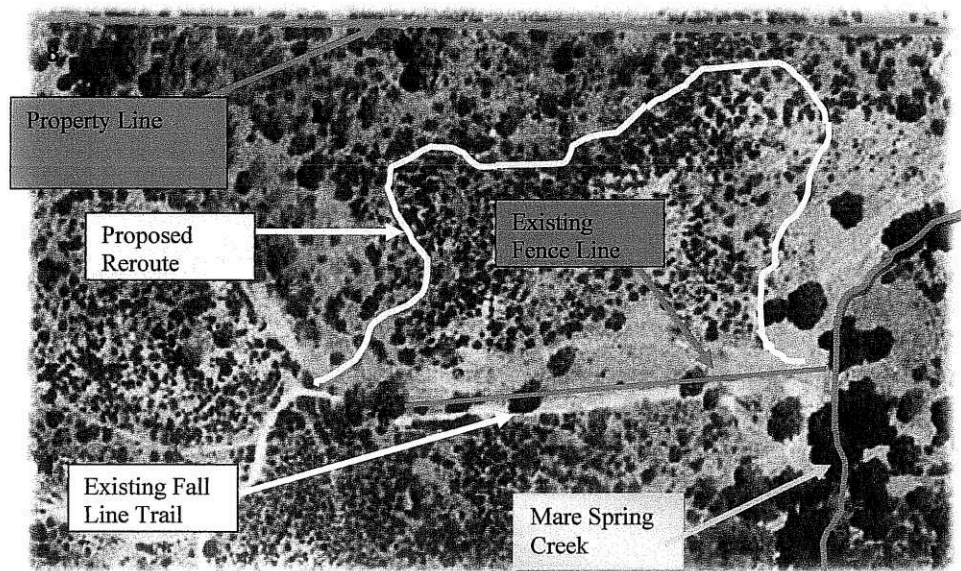


Figure 7 (Photo obtained from the San Luis Obispo County Department of Planning and Building)

8. LA PANZA BYPASS

This section of trail (Figure 8) is located in the bottom of drainage. This would be rerouted up onto the side of the hill with breaks in grade constructed into the design of the trail. This will also allow for a better route avoiding the hill climb coming out of the drainage (Figure 9). The hill climb should be restored to a natural state.



Figure 8



Figure 9

9. LAS CHICHES CUTOFF

The beginning of this trail is located on the East side of the Forest. The main trail is located down the fall line and utilizes an old fire break (Figure 10). It is extremely steep and long (1.6 miles). This is the only connector for OHV's traveling from the West to East sides of the trail system. "The Stair Steps" on the Pine Mountain trail do not allow for West to East travel. Las Chiches Cutoff is also a black diamond (most difficult trail) therefore not allowing the beginner and intermediate OHV user's easy access to the entire system. This is a ridgeline trail which makes rerouting very difficult. Because of this only the steepest top section of this trail would be rerouted. **See map for location.**



Figure 10 Upper Las Chiches with excessive grade, the trail has become entrenched and needs to be relocated.

10. QUEEN BEE

This is a trail that utilizes a fire break (Figure 11). There are approximately 5 locations of fall line trail that are too steep for rolling dips. These segments of trail are relatively short, approximately 200 – 500 feet in length. A reroute would be located on the side slope adjacent to the present trail. (Figure 12).



Figure 11



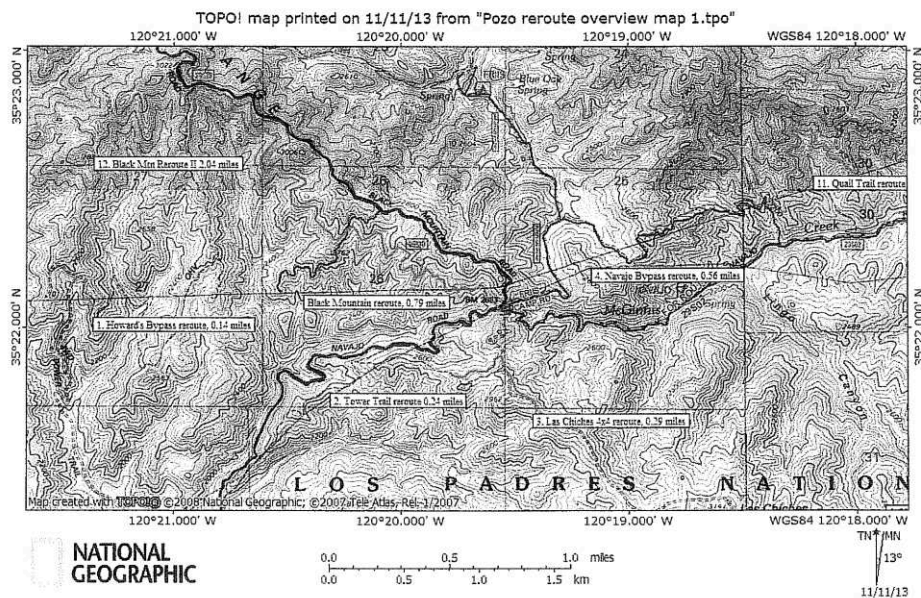
Figure 12

11. Navajo Bypass to Quail Connector

A short trail from Quail Trail to Navajo Bypass would add an additional loop opportunity to the system. This would require construction of a trail to connect Quail Trail with Navajo Bypass trail... The proposed location the map, Reroute number 12 enters the IRA and would not be eligible from grant funding in this location. An alternative location will be identified.

12. Black Mountain Trail Towards Bypass

Howard's Bypass trail is a "most difficult" trail that is accessible from Turkey Flats. The trail dead ends at Black Mountain Road, which is closed to non-highway licensed OHV's. The ideal solution to these problems would be to construct a trail paralleling Black Mountain Road that connects to the Five Corners intersection. See map, Reroute 13. This would require approximately 3 miles of trail. The exact trail location needs further study due to the presence of the Black Mountain IRA. A location outside the IRA would be necessary for eligibility for grant funding.



Discussion

Preparation of the Environmental Assessment (EA) must be completed before any construction of the reroutes can begin. The Forest Service does not have sufficient staff to undertake this project and it will be necessary to use an outside contractor for preparation of the EA, public notice, and processing public comments for Forest Service review. Working with Santa Lucia Ranger District staff and the consulting firm Althouse and Meade of Paso Robles CA we have developed a proposal for completion of the EA and public comment. Althouse and Mead is an environmental consulting firm with expertise in preparation of environmental documents for major projects.

Althouse and Meade would conduct the necessary specialist surveys, prepare draft environmental assessment documents, provide the content for public notice, and process the response to comments. Checkpoints for Forest Service approval of the process have been established. Forest Service specialists would conduct a final review of the specialist surveys in October of 2015. The responsible official from the Forest Service would make the decision and sign the document.

Conclusion

The Pozo La Panza Trail System is a system lending itself to more advanced riders. The system is currently incomplete because of the inaccessibility of the trail system due to OHV's unable to easily access certain areas of the trail system

Due to the fact that the system was created mostly from fire breaks and PG&E access roads, the system was never designed for OHV use. Much work has been accomplished in mitigating for this deficit with the use of rolling dips, tread hardening, and other features.

By relocating the listed trail sections, the sustainability of the trail system would increase. This will allow for more time and money to be spent on the trail system as a whole and not on the continuous problem areas that currently exist.

7. Project Development Schedule – 2014-15

July-August 2014	contract development
Sept- Apr 2015	specialist surveys – biological surveys need to be done in the spring
May- Aug 2015	document preparation
Oct 2014-Sept 2015	Forest Service review

8. Project justification

Soil erosion is the primary adverse impact from OHV use. This project would significantly reduce the erosion potential of the trail system by rerouting around trail sections with excessive

additional benefit of the reroute project would be a reduction in soil loss from the trail tread. To summarize, this project will greatly improve the long term sustainability of trail system.

In addition this project will attempt to identify trail locations to address significant connectivity problems that have long plagued the trail system. These are in part due to inability of non-highway licensed off highway vehicles to use many of the Forest roads such as Black Mountain Road, Navajo Road, and Red Hill Road.

Number of persons served:

Forest visitors access the trail system from two locations, the Turkey Flats and Navajo Flats staging areas. We estimate that the Navajo Flats staging area receives, at a minimum, 5000 and 7500 visits per year. This is based on traffic counter data collected by the Forest Service. Trail traffic counter data recorded during 2009 revealed that Burnout trail, which originates from the Navajo Flats Staging area, received approximately 10,000 trips. Red Hill Road, which provides access to the Navajo Flats staging area, received over 14,000 trips.¹

14% of "walk in" inquiries at the Forest Service office in Santa Maria were OHV related².

National Forest Visitor Use (NVUM) data was collected for Los Padres National Forest in 2009. Results are attached and can be verified by using the interactive web site found here: <http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. The Survey reports approximately 50 vehicles per day at the Turkey Flats staging area on the two days surveyed.³ Turkey Flats is a second staging area for the Pozo La Panza OHV area. NVUM survey data is not available for Navajo Flats.

OHV recreation is popular in San Luis Obispo County. San Luis Obispo OHV Registrations (green sticker) totaled 7,027 for a population of 253,600 (California Fuel Tax Study, 2006).⁴ OHV recreation is popular in the Western States. 17.6 % of the population over age 16 has participated in OHV use. 12% of population is 16 or older.⁵ (Cordell et al., 2008.)

Additional Types of Use

Forest Service records include the 2009 NVUM Activity Participation survey for Los Padres National Forest which is attached. There is no specific data available that indicates specific types

¹ Trail Counter Data, Santa Lucia Ranger District, 2005-2009 – see Attachment B, Visitor Use Data

² Walk-in tally 2012, US Forest Service, Santa Maria District Office

³ Non-Proxy Results by Survey Day, National Visitor Use Monitoring, US Forest Service, 2009 <http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. Accessed Feb 2013.

⁴ Estimating the State Fuel Tax Paid on Gasoline Used in the Off-Highway Operation of Vehicles for Recreation: Survey Results, September 2006, Table 4.1, page 4-6. California State Parks. <http://ohv.parks.ca.gov/pages/1140/files/fuel%20tax%20survey%20report.pdf>

⁵ Off-Highway Vehicle Recreation in the United States and its Regions and States: A National Report from the National Survey on Recreation and the Environment (NSRE), February, 2008, H. Ken Cordell Carter J. Betz, Gary T. Green, Becky Stephens. USDA Forest Service, 2008. <http://www.fs.fed.us/recreation/programs/ohv/IrisRec1rpt.pdf>

of use for the Pozo La Panza area; however the National Forest Visitor Use Surveys provide general information related to types of use encountered on the Los Padres National Forest.

The trail system is used for many purposes other than off-highway vehicle recreation. Uses of the area that are frequently observed include driving for pleasure, hiking/walking, camping, hunting, bicycling, wood gathering, target shooting and recreational mining.

Alternatives

Alternatives to completing the project as proposed would include not completing the NEPA documents. In this case the trail system would remain as it is. In the short term the existing trail sections would be maintained as well as possible. Erosion and soil loss would continue at the present rate. Over 5-10 years the trails would experience soil loss down to bed rock and would become further entrenched. This would complicate drainage and place the system at some risk of becoming non-maintainable.

A second alternative would be to complete the NEPA surveys for some but not all of the proposed reroutes. In this case the reroutes would be prioritized based on erosion potential and NEPA documents prepared for those at greatest risk. Over time additional NEPA documents would be prepared for additional work. The advantage of this approach would be lower cost, and although we considered this approach there is a significant economy of scale achieved by including all reroutes in a single NEPA document.

We considered requesting grant funding for this project from the State of California OHV Division, however non-profit organizations are ineligible for planning grants from that source. The Forest Service could apply for state funding for the project but they do not presently have enough specialists to staff additional NEPA projects. For this reason the Forest Service is supportive of the approach being proposed by our organization and is willing to provide the necessary oversight.

9. Long range plans and maintenance of the project

The proposal is included in the draft plan for developing a sustainable trail system as described in the 2011 Pozo La Panza Trail Assessment⁶. The Assessment recommends rerouting of trails for improved sustainability and correcting connectivity problems with the trail system. This is one of the first steps of a five year strategic trail plan for managing the area.

Long term maintenance of the trail system will be provided through a combination of State of California OHV grant funding, US Forest Service support, volunteer support, and possibly future San Luis Obispo County OHV grant funding.

10. Description of land status and location:

⁶ Pozo La Panza Trail System Assessment, Trails Unlimited, US Forest Service Enterprise Team, 2011. See Attachment C.

10. Description of land status and location:

The project location is approximately 17 miles east of the Santa Margarita community and south of Highway 58 and is within the Pozo/ La Panza Place and has a Land-Use Zone of Back Country. The project is on National Forest lands.

11. Land owner authorization for the project

See attached letter of support from the US Forest Service

12. History of condition and status of resource and expected benefits

The Pozo La Panza trail system has had minimal improvements over the years. In the late 1980's a significant portion of the trail system was rezoned non-motorized and closed to OHV use. This greatly limited the opportunity available to OHV users. In the 1990's pipe fence barriers were installed at various locations and vault toilets were installed at the Turkey Flats and Navajo Flats staging areas. Trail maintenance has been conducted by the Forest Service and volunteers as time and resources have become available, primarily through State of California OHV Division grants.

Over last five years there has been increased interest and volunteer involvement in the management of the trail system. The condition of the trail system has been improved significantly. As a result of this effort problem sections of trails that required constant maintenance have been identified.

Though a cooperative effort, San Luis Obispo County, members of the Central Coast Motorcycle Association, the US Forest Service, and the State of California OHV Division the Navajo Flats Improvement project is presently under construction. Planning is underway for improvement of the Turkey Flats staging area. A comprehensive OHV Trail Plan for the area is under development and has reached the draft stage.

13. Design plans - See maps showing trail reroute locations.

14. Detailed description and estimated costs

Althouse and Meade will provide:

- | | |
|---|----------|
| 1. NEPA writing/planning/map production/communications, drafting the EA. | \$30,000 |
| 2. Provide public notice, including internet maps, and process response to public comments, prepare records for retention | \$10,000 |

Project Total:	\$40,000.00
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All costs are estimates. Actual costs may vary.

OHV License Fund for trail reconstruction. Work was completed on the Mare Springs trail in May 2011 by the CCC with the CCMA providing construction materials and logistical support.

2012 - The Central Coast Motorcycle Association was awarded \$25,000 from the SLO County OHV License fund for a two phase project that would include phase 1, flagging of trail reroutes, followed by phase 2, environmental surveys necessary to study the reroutes for construction. The reroutes were flagged in during May-June of 2013 with the assistance of Trails Unlimited. We anticipate beginning the environmental assessment process once we have received grant funding.

2013 - The Central Coast Motorcycle Association was awarded \$41,000 for furnishings for the Navajo Flats Improvement Project and \$8000 for development of the Turkey Flats Concept design through the San Luis Obispo County OHV Grants program. Both projects are well under way. In addition the CCMA received a Ground Operations grant for trail and facility maintenance from the State OHV Division grants program and \$19,000 from the Recreational Trails Program, also for the Navajo Flats Improvement Project.

17. Allowable Use Criteria and Grant Evaluation Criteria

This project meets the criteria for both the planning and restoration categories by conservation of trails and facilities associated with the use of off-highway motor vehicles for recreation or motorized access to non-motorized recreation. This project:

- a) Sustains existing off-highway motor vehicle recreation opportunities through planning for the improvement of trails to reduce maintenance and impacts to resources
- b) Improves trails through the planning process that provide motorized access to non-motorized recreation activities.
 - i) Studies the possibility of limited expansion of the trail system to improve connectivity by adding two key connector trails.
 - ii) The project involves planning that would affect lands identified as inventoried road less areas by the Forest Service of the United States Department of Agriculture, but is eligible for cooperative agreement because the project realigns or relocates a forest system roads or trails to prevent irreparable resource damage that arises from the design,
 - iii) Location, use or deterioration of a classified route and that cannot be mitigated by route maintenance.
 - iv) In some locations the reroute project would plan for the reconstruction of a national forest system road or trail to implement a route safety

The project provides planning for ecological restoration or repair to habitat damaged by either legal or illegal off highway motor vehicle use, and includes:

- Removal of a road, -trail or restoration of an area associated with the rerouting and subsequent closure of a designated road or trail.



United States
Department of
Agriculture

Forest
Service

Los Padres
National Forest

Santa Lucia Ranger District
1616 Carlotti Drive
Santa Maria, CA 93454
(805) 925-9538
TDD: (805) 968-6790

File Code: 1580

Date: November 13, 2013

Curtis Black
Deputy Director of County Parks
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

Dear Mr. Black

The Los Padres National Forest is pleased to support the Central Coast Motorcycle Association and the County of San Luis Obispo in submitting three grant applications to support activities on the Los Padres National Forest.

The applications are for:

1. Planning studies and NEPA document preparation necessary for a trail rerouting project.
2. Restoration of areas damaged by off-trail OHV use
3. Purchase of equipment to be used for trail maintenance on the Los Padres OHV trail system.

The first proposal, for a planning project, is the continuation of a trail flagging project that began in 2011. Over the past year ground surveys were conducted and initial feasibility studies were done on thirteen sections of trail that would be rerouted or relocated. The trail system would become more sustainable following construction of the reroutes due to reduced maintenance requirements and less potential for erosion and watershed sedimentation. Two sections of trail would be studied for a location to improve the connectivity of the trail system.

This project has progressed to the point where specialist surveys and document preparation need to be done to begin the NEPA planning process. Preparation of NEPA documents is necessary prior any ground disturbing projects on National Forest Lands. The NEPA studies and documents are to be prepared by an outside contractor and we understand this contractor is preparing a bid to be submitted as part of the CCMA's grant application. Once the NEPA process has been completed construction of the trail reroutes could begin.

The second proposal being submitted by the CCMA is for restoration of areas damaged by unauthorized OHV use on the Forest. Specialist surveys would be conducted and documents prepared as required prior to this work. The project would involve installation of fencing along trail corridors in a number of locations to keep riders on the trail. Areas where off trail riding has occurred would be covered with brush and other natural material to discourage off trail travel. This project would help preserve cultural and natural resources on the Forest.

The third proposal being submitted by the CCMA is for the purchase of a Sutter trail dozer to be used for maintenance on the trail system. This would replace the present trail dozer that was



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purchased in the late 1980's and has reached the end of its service life. Small dozers of the type used for trail maintenance are not available for rental from local sources or from other Forest districts. Consultants have recommended the use of small machines such as the Sutter for trail maintenance on the system.

In previous years the CCMA has done an excellent job at coordinating trail projects on the Forest and has been successful at maintaining trails for the public's use. They have been an integral part of the planning and development of the Navajo Flats Staging Area re-design project.

We look forward to continued leadership and project between the CCMA, County of San Luis Obispo, and the Forest Service. Thank you for your time and funding efforts in providing ways to improve recreational activities on the forest.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kathleen Phelps', written in a cursive style.

KATHLEEN PHELPS
District Ranger

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: APR 11 2003

CALIFORNIA TRAIL USERS COALITION
C/O CTUC
3550 FOOTHILL BLVD
GLENDALE, CA 91214

Employer Identification Number:
95-4690961
DLN:
17053053708053
Contact Person: ID# 31470
MICHAEL A LUDWIG
Contact Telephone Number:
(877) 829-5500
Our Letter Dated:
December 1998
Addendum Applies:
No

Dear Applicant:

This modifies our letter of the above date in which we stated that you would be treated as an organization that is not a private foundation until the expiration of your advance ruling period.

Your exempt status under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3) is still in effect. Based on the information you submitted, we have determined that you are not a private foundation within the meaning of section 509(a) of the Code because you are an organization of the type described in section 509(a)(1) and 170(b)(1)(A)(vi).

Grantors and contributors may rely on this determination unless the Internal Revenue Service publishes notice to the contrary. However, if you lose your section 509(a)(1) status, a grantor or contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act, or the substantial or material change on the part of the organization that resulted in your loss of such status, or if he or she acquired knowledge that the Internal Revenue Service had given notice that you would no longer be classified as a section 509(a)(1) organization.

You are required to make your annual information return, Form 990 or Form 990-EZ, available for public inspection for three years after the later of the due date of the return or the date the return is filed. You are also required to make available for public inspection your exemption application, any supporting documents, and your exemption letter. Copies of these documents are also required to be provided to any individual upon written or in person request without charge other than reasonable fees for copying and postage. You may fulfill this requirement by placing these documents on the Internet. Penalties may be imposed for failure to comply with these requirements. Additional information is available in Publication 557, Tax-Exempt Status for Your Organization, or you may call our toll free number shown above.

If we have indicated in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

Letter 1050 (DO/CG)

Form W-9
(Rev. December 2011)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the
requester. Do not
send to the IRS.

Name (as shown on your income tax return)
CTUC

Business name/disregarded entity name, if different from above
Central Coast Motorcycle Association - California Trail User's Coalition

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate
☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ☐ Exempt payee
☐ Other (see instructions) ☐

Address (number, street, and apt. or extension)
3550 Foothill Blvd
City, state, and ZIP code
Glendale, CA 91214

Requestor's name and address (optional)

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see How to get a TIN on page 3.

Note: If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number

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Employer identification number

9	5	-	4	6	9	0	9	6	1
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Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. citizen or other U.S. person (defined below).

Certification Instructions. You must check item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, release of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign this certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here Signature of U.S. person *Edward J. Perel* Date *1/27/2013*

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued).
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust as defined in Regulations section 301.7701-7.

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.